

"SI" WRITES "BO" OF HOLIDAY TRIP

Says Growing Popularity of Auto for Outings Is Aid to Health.

Dear Bo—Have you ever stopped to think of what the automobile is on a holiday. It is the custom whenever a day of rest comes for all who own machines to hie themselves to some watering place or to the mountains for the day. Formerly they either stayed at home or took a car ride to the park. Good thing I believe, that conditions have changed. Gets people out in the open more and fills their lungs with good pure air.

"Joe" and Wilmet Trew, who compose the firm of Smith-Trew Co., were hosts to their employees on the 4th. They loaded them and their families—and those who did not have families, and their best girls—in two cars and took them out to Chapel Point, Md. A basket lunch was carried and every one who went is looking forward to another one next year.

Atlantic City has a fascination for Stanley Horner. On Saturday afternoon preceding the holiday he filled his Buick "six" up with friends and lighted out for the resort along the Jersey coast.

We are all waiting to get a peak at "Hap" Ward pushing a baby carriage. He has promised to satisfy our curiosity some afternoon shortly and pull off the little stunt on Connecticut avenue. You know he has an addition to his family, a baby girl.

Roy Livingston sort of made a home run the other day—killed two birds with one stone. He got a big slice of the tire business on the postoffice contract and on the same day signed a contract to act as distributor for Reliance Air Containers in this section.

Burton Leary is all set for the big drive, which is to put over twice as many Maxwell cars this coming year as he did in 1915. This will be no easy job, for he had a large allotment last year and oversold it. His trusty aides, Whitney Leary, Joyner and Chisholm have been gathering a great deal of ammunition in the way of prospects, and have already done some preliminary skirmishing, each selling a couple of cars during the past week.

You should see Emerson & Orme's new place in M street. Was up there the other day with "Jim" Orme and went up on the second floor which had been cleared of material and put in shape for occupancy. Had no idea it was as big as it is. There is over 17,000 feet of floor space on each side of the three floors. Some room. Looks big enough to care for all the cars in Washington.

Say, have you ever noticed that Bailey Gish always has a cigar in his mouth. Didn't take particular note of the fact until the other day. Came downtown with him in his Haynes and he was telling me that from morning until night he has a "weed" handy. By the way, he is putting over a Haynes every now and then, as he says, just to let the other fellow know that he is in business.

A prospective customer asked Walter Hoover the other day what kind of a demonstration they gave in the new Chalmers. "Any kind you want and anywhere that you want to go," was Hoover's reply. "You name the place you want us to take you and we will land you there. If you still think the car is not what you want don't buy it."

Atlantic City was the spot selected by "Rudy" Jose for his vacation. He and his family spent ten days down there taking in the sights and having a good time in general. To quote "Rudy," "I forgot Cadillac for the time being."

"Col." Cliff Long has a new hobby, raising four little kittens that drifted into his place one day not so long ago.

The Columbia Auto Supply Company received the largest shipment of oil that

"High Speed" Bayles and His Saxon.



M. A. Bayles and W. F. Hale, of the Record Auto Company, in the Saxon "Six" which participated in the 300-mile non-stop fuel economy test held by the Saxon Motor Company on July 1. This car made the entire distance on high speed.

has ever been delivered to a local dealer in one order, that is oil put up in one and five-gallon cans. It was a carload of Vacuum oil and was delivered one day last week.

Saw Roy McDowell, of Miller Brothers, the other day for the first time in quite a while. He looks after their Mitchell interests in Southern Virginia now and makes his headquarters in Roanoke, Va. He only gets up to Washington now and then.

Roy Erkman, who represents the Millburn electric in the South, says that despite all reports to the contrary, this year has been the best in the history of the industry.

"All sold out and don't know when I will be able to get another car," was the way Pierre Raynor, who looks after the White Company's interests in this section, greeted me the other day as he was about to board a street car.

Did I tell you that Edelen Brothers have taken the agency for the King Eight. This car, with their Grant Six, which is a smaller machine, should make a good working combination. "Bill" McClean, the hustling manager, has been angling for a car to go with his Grant for some time.

Charley Semmes has gotten past the stage of making promises as to when he will be in his new home, but Howard Knessl claims that it will not be later than some time next week.

"Bill" Barnhardt claims that now that he has his territory all lined up he is going to spend a little time in Washington convincing the local automobile buyers that the Pullman is just the car to suit their needs.

Frank Helan, who looks after Goodyear interests in the western portion of Virginia, came in from the "sticks" the other day and remained long enough to say hello.

Well, old top, when you are not engaged in saying good-bye to your friends who are Mexico-bound, drop me a line and let me know why it is that you elected to join the home guard.

Good night, "SL."

MANY RELIGIONS MINGLED.

Curiously Mixed Marriages in Earl of Mexborough Family.

London, July 8.—The news of the death of the Earl of Mexborough at Florence revives interest in a remarkable personality and family long noted for its curiously mixed marriages. The Earl, who was in his seventy-third year, was many years ago converted to Buddhism, a step which caused no little surprise, following as it did the conversion to the Eastern faith of Lord Helder. The Earl, whose stepmother was a Jewess, who became a Roman Catholic, was married three times. His second wife was a Protestant and his successor, the Hon. John Henry Savile, his half-brother, is a Roman Catholic, who married the Hon. Margaret Knatchbull-Hugessen, a Protestant. The Yorkshire seat of the Mexboroughs is at Methley Park, near Leeds, and boasts of a very fine collection of pictures.

BIG RUBBER COMPANY ENTERS AUTO FIELD

Brunswick-Balke-Collender Corporation Will Manufacture Tires and Other Accessories.

The Brunswick-Balke-Collender Company of Chicago, New York, San Francisco, and Paris, for many years one of the largest factors in the manufacture of hard rubber sporting goods articles, have greatly increased their rubber factory capacity and announce their entrance into the automobile field, with a complete line of automobile rubber parts and accessories—from tires to the smallest rubber unit found on a car.

A newly erected addition to the factory at Muskegon, Mich., will house the manufacture of the Brunswick Skid-Not Tire, which will be of the wrapped tread single cure type with black tread and side walls. The Skid-Not will have some novel features, full announcement of which will be made to the trade at an early date.

The latest and most improved equipment is now being installed and delivery will begin shortly.

Another feature of the line is a puncture self-healing tube—the result of years of experience and which the officials of the company promise will create a real furor when it is produced.

The Brunswick-Balke-Collender Company has secured J. E. Duffield, formerly Western manager for the Thermoid Rubber Company and more recently with the United States rubber interests to act in capacity of sales manager for the entire rubber goods and automobile division.

Brunswick-Balke products are internationally known. The Brunswick billiard cushion is standard wherever that game is played and there is every reason to believe that the Brunswick tire and other automobile rubber articles will take immediate ranking as products of unquestioned quality and unusual worth.

GOODYEAR DONATES BALLOON FOR ARMY

Rubber Company Presents Aircraft to Field Artillery Company at Akron.

As material and practical evidence of its desire to co-operate with the government in building up a national defense, and its interest in the preparedness programs, the Goodyear Tire & Rubber Company, Akron, Ohio, has presented to Battery B, Ohio Field Artillery, stationed at Akron, a fully equipped military kite balloon ready for immediate use.

Thus Goodyear earns the distinction of furnishing the first kite balloon ever owned by the National Guard in any State. The balloon is of the same type as the one recently delivered to the United States navy for use at the naval aeronautic station, at Pensacola, Fla. It was designed and made entirely in the Goodyear factory. Goodyear recently sent an aeronautic expert abroad to make a scientific study of kite balloon development, to be better able to assist the government in building up its aeronautic service.

The balloon just donated to the National Guard is the latest development in kite balloons and embodies scientific principles which have been worked out exclusively by Goodyear aeronautic engineers. The importance of kite balloons in present-day military campaigns is emphasized by the multiplicity of balloons now in use in Europe. On the European battle fronts they are placed at frequent intervals to insure aerial surveys of the entire front constantly, and are indispensable.

NO CHANGE IN 1917 MODEL OF MAXWELL

Official of Company Says Standardization of Designs in Motor Cars Is Needed.

Because it is not fair to owners of previous models, is one of the several reasons given by the Maxwell Motor Company for announcing that the Maxwell car will not be changed, that the Maxwell car for the 1917 season will be exactly the same as the present car.

"Owners are beginning to realize that it is altogether unnecessary and not justified at all to buy a new car every year or so just because the designing engineer happened to have some new ideas that he believed would attract a few more buyers."

This is the statement of Walter B. Flanders, president of the Maxwell Company. He adds further: "The public wants value, with good appearance, of course, but they realize today that friskiness in design does not mean service value."

"They realize that designs in motor cars can be standardized just as well as construction. The better designed motor car of today presents a pleasing appearance, and one that does not tire. I might say that it is ideal, and there can be no good reason for changing it, thereby rendering the former models obsolete or undesirable from the standpoint of the particular buyer."

"Out of 100,000 owners we have had no more than you can count on the fingers of your hands offer any criticisms on the Maxwell design. They are satisfied, and they are pleased all the more when they know that their cars are the same as will be sold next year and the year following."

"Of course, we will occasionally add new refinements and features which will be developed from time to time. But these will not in any way constitute radical changes in the car."

Lord Stamfordham, private secretary to King George of England, is an old soldier, having fought in the Zulu war of 1878-79.

BAYLES EXCELS IN SAXON CAR TEST

Manager of Record Auto Company Drives 300 Miles in High Speed.

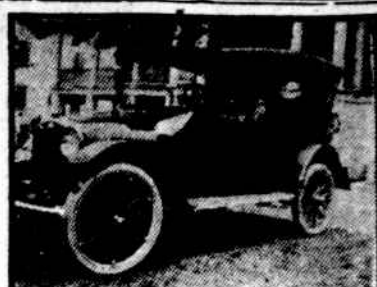
By "SI" GROGAN.
M. A. Bayles, manager of the Record Auto Company, took part in the 300-mile non-stop fuel economy test promoted by the Saxon Motor Car Company, for the silver loving cup on July 1. He went the factory one better than they specified in their rules for the event, by driving the entire distance on high speed, with the exception of the three-minute stop in Hyattsville, Md., where he was held up by passing freight trains.

Starting from in front of the Record Auto Company's showroom at 9 o'clock Saturday morning, with the writer as observer, Bayles, in a six-cylinder Saxon touring car, headed for Baltimore. A speed of twenty miles an hour was maintained to the Monumental City. On arrival the car was driven fifteen miles about the street.

Arriving back in Washington, the car was driven about the city and then the route to St. Mary's City, Maryland, was taken. The seventy-two miles to the old city on the western shore were covered at the rate of twenty-five miles an hour. Arriving there, the car was turned around and headed for home, traveling at the same rate of speed until Leonardtown was reached. The next fifty miles were covered at the rate of thirty miles an hour.

Gasoline was taken on with the car in motion and oil was poured into the crank case at the same time.

In selecting this route for his test, Bayles did so with the idea that it would afford roads such as the average buyer or owner of a car would be likely to travel. Of tests of this kind it is often customary for the operator of the car on approaching a long grade to pick up all the speed that he can, then shut off his



MRS. R. M. DALGLEISH.
At the wheel of her Oakland six-cylinder touring car, Mrs. Dalgleish is one of the most ardent motorists in Washington. On most any Sunday or holiday she can be met up with on the roads of Maryland or Virginia in company with her husband and son, en route to some shore or mountain resort to spend the day.

motor and coast as far as possible, thereby greatly increasing his mileage. In this test such was not the case. From the time the motor was started at the beginning of the run until its finish it was not shut off once. For 175 miles of the journey the car carried four persons and for the remainder just the driver and observer.

In promoting this contest it was the idea of the Saxon Motor Company to conduct a practical demonstration of their cars all over the country and under conditions such as each dealer had to meet up with on that particular date.

LEROY LIVINGSTON APPOINTED.

Made Southern Representative for Air Container.

LeRoy Livingston, distributor for Hood Tires, has been appointed southern representative for the Reliance Air Container. This is an inner tube that has a layer of pure rubber over the cords and is built on a form.

First the ordinary rubber inner tube is made, and on top of this are re-enforcements of cords which run laterally in the tube. The tube is then vulcanized and turned inside out. When inflated, the tube is under great pressure, causing the air to close around the hole in the tube so tightly that the air inside cannot escape.

TIPS FOR THE BICYCLE OWNER

Local Manager of Firestone Company Gives Helpful Hints About Tires.

By J. J. HAAS, Manager, Firestone Tire & Rubber Co.

Usually, bicycle tires are shipped from the factory inflated. The air pressure keeps the tires rounded out, prevents them from twisting, and forestalls injury to the inner-wall rubber from creasing.

If tires are deflated when received, it may be a result of the valve plunger leaking, due to imperfect gasket, or the rubber washer in valve cap may be seated against the end of the plunger. Sometimes an improperly crimped ferrule will cause a slow leak around the valve stem.

Inflate the tire and test in water without the valve cap on the valve. Any leak from the end of the valve will indicate that the valve plunger, i. e., the valve inside, needs tightening, or is leaky, and should be replaced. Then test with the valve cap on the valve, to make sure that no leak is caused by the rubber washer in the valve cap being out of position.

New single tube tires, if deflated for some time, will show air bubbles after inflated, when tested in water; the air bubbles appear around the base of the rubber stem in which the valve is placed. Leaks of this nature do not indicate a leak from the inner wall of the tire—it is simply air in the fabric being forced to the surface by the internal pressure. If left inflated for about an hour before testing, small air bubbles will not then appear.

It is common error, when finding a leak at the base of the valve stem, to cut off the rubber stem and insert a metal base valve. This should not be done unless it is absolutely certain that the leak is at the valve stem. The real

trouble may be at another point in the tire, and tightening of the lock nut on the metal base valve will only prevent the air from escaping at the valve. The tire will leak at other places just as soon as the air can work to the surface through openings in the rubber cover.

A tire that has been used for some time will have the appearance of a porous tire, when punctured through rubber cover fabric and inner wall rubber. This is due to the escaping air from the puncture following the layers of fabric around the tire and coming to the surface through small cuts in the rubber cover. This peculiarity of the single-tube tire should be given careful attention. Repair is not difficult, but locating the puncture requires some practice. It is not unusual for a tack, nail or other sharp object to penetrate the tread, also the base or rim side of tire. In an instance of this kind, both need to be repaired in order to prevent a leak.

Punctures can invariably be repaired with Firestone "Puncture Seal," which is a thick, self-healing material furnished in a container with a special attachment for insertion through the puncture.

It is recommended that tires be inflated when put in stock. It will be easier to handle them and they will keep their proper shape. Loss of pressure will indicate a leak and need of test and attention before delivery to customer.

Should Inspect Rim.

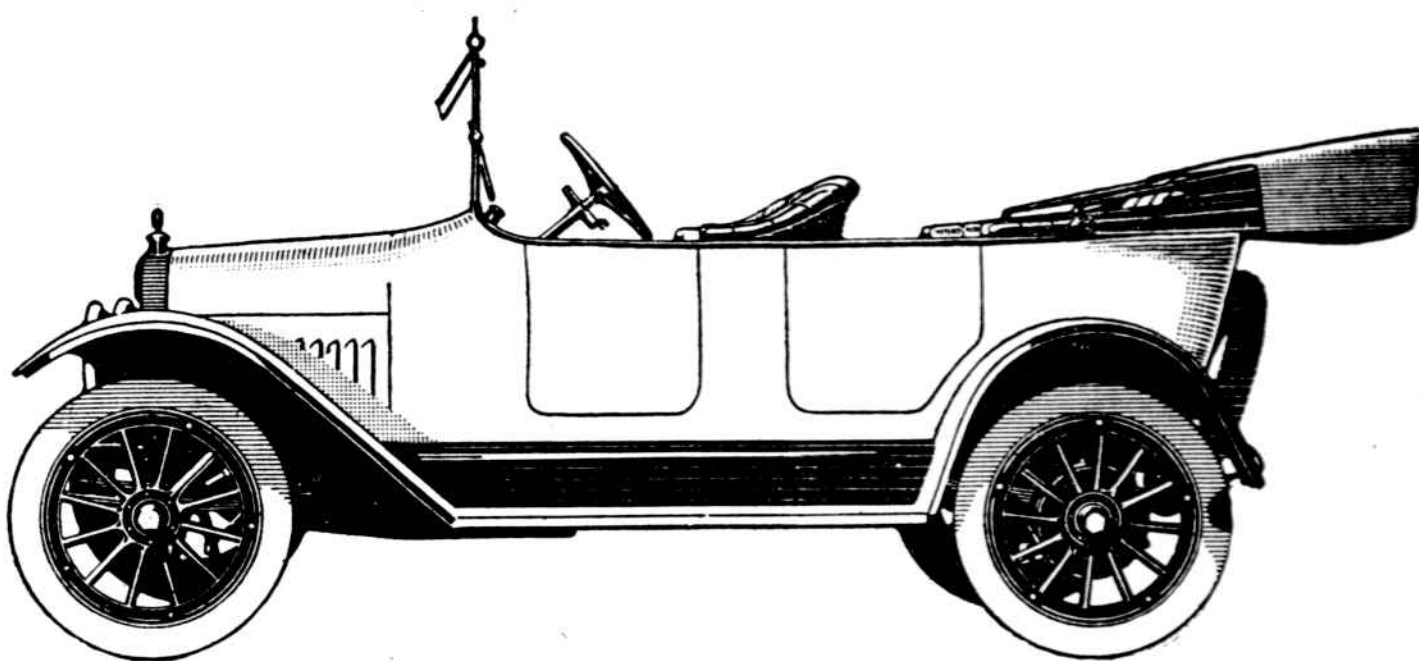
The rim of the wheel should be inspected carefully before applying the tire.

Spokes extending through the rim too far or rough spoke nipples should be filed and made smooth so as not to cause punctures in the base of the tire. There should be no sharp edges on the rim to cause cutting. The valve hole should be large enough to allow free action for insertion of the valve stem when applying the tire. It is recommended that the valve hole be counter sunk, especially when tire is fitted with metal base valve. Unless this is done, the tire may not seat properly on the rim at the valve, and rim cutting will result.

It is important that the correct size of tire be applied to the rim in order to secure good service. Rim cutting may be expected when an 11-3/4-inch tire is used on a rim intended for an 11-1/2-inch tire, and a 11-1/2-inch tire does not get the proper base support when used on a rim intended for a 11-3/4-inch tire.

Maxwell \$595

NEW PRICE



Increased Production and Standardized Manufacturing Permit Remarkably Low Price

THE prices of Maxwell Cars are again reduced—\$595 for the touring car and \$580 for the roadster—effective July 1, 1916.

Only the price is changed—not the car.

Greatly increased production reduces our manufacturing cost per car.

Standardized manufacturing—only one Maxwell chassis—makes possible further production economy.

By reducing the price we also reduce the selling expense.

Thus the Maxwell owner gets the most actual intrinsic value for his expenditure.

Bear in mind that the Maxwell is the World's Champion Endurance Car. Its genuine through-and-through merit has been established beyond question or doubt.

The Maxwell has lowered many records for gasoline and oil consumption. It is everywhere recognized as one of the most economical cars to maintain.

These facts, considered along with the remarkably low price now quoted, make the Maxwell the one big automobile value of all time.

WHAT THE MAXWELL PRICE INCLUDES

Long-stroke, high speed, four-cylinder motor; 20 to 25 miles to the gallon of gasoline (average).

Irreversible steering gear; automatic motor lubrication by splash and pump; 500 to 1,000 miles to gallon of oil.

Thermo-syphon cooling.

A running-in-oil clutch, so smooth as to make the driving of a novice as free from gear-clashing as that of a seasoned driver.

Tall, narrow, racing-type radiator, Maxwell-made.

Maxwell-made axles—I-beam front and semi-floating rear; heat-treated alloyed steel.

Gasoline tank in cowl; short, accessible gas line to carburetor.

Maxwell-made steam-line body, well finished in every detail. Deep, comfortable upholstery.

30x3 1/2 tires all around, non-skid on rear; average life from 8,000 to 10,000 miles. Demountable rims.

Tire carrier at rear, with extra rim.

Substantial, Maxwell-made crowned fenders and linoleum-covered running boards.

Electric starter, electric lights, electric horn.

High-Tension Magneto, an independent source of ignition.

One-Man top with quick-adjustable, storm-proof curtains.

Rain-vision, adjustable, ventilating windshield.

High-grade speedometer.

The Maxwell Touring Car is a full five-passenger car. Every Maxwell model seats comfortably the number of passengers which it is rated to carry.

Compare these Maxwell features with those of cars selling at higher prices.

SAXON SIX

Strength Economy Service

These are the predominant features of this six-cylinder car.

With the idea of further instilling these facts in the minds of the buying public, the Saxon Motor Company on July 1 held a 300-mile non-stop fuel economy test.

M. A. Baylis, manager of the Record Auto Company, drove a stock demonstrator. He went the factory one better and covered the entire distance on high speed.

The route was such as any motorist would meet up with on an ordinary tour. Part of the way was on macadam, part on cement, and part on dirt road. There were hills a-plenty.

The car averaged 20 MILES TO THE GALLON OF GASOLINE and was driven at speeds varying from 12 to 35 miles an hour.

We will gladly prove these facts to you by a demonstration any time you may select. SIMPLY CALL MAIN 23.

Saxon "Six" Touring... \$830.00
Saxon "Six" Roadster... \$830.00
Saxon "Four" Roadster... \$415.00
F. O. B. Washington.

RECORD AUTO CO.

A Name with a Meaning.

631 Massachusetts Avenue.

H. B. LEARY, Jr.

DISTRIBUTOR

1321 Fourteenth Street

Phone N. 4434